

AUTO OPPORTUNITIES

MOTORISTS AND THE HIGHWAY ROADS THEY TRAVEL OVER

Few motorists have not formed opinions on the subject of highway improvement. Whether he studies the subject carefully or merely accepts impressions as they are forced upon him, the motorist cannot help but know that some highways are pleasant to ride over while others are both uncomfortable and dangerous.

While the motorist represents only one of the many groups who benefit by paved highway construction, he is vitally interested and directly affected by the highway policy of his state, his county and his city. He uses and helps to pay for highway improvements and it is to his advantage to secure reliable information on road matters. While driving over the highways in his community and in other communities, the motorist has an excellent opportunity to gain first-hand information on the performance and riding qualities of the pavements. This, supplemented by information from his highway department will enable him to form his opinions correctly and direct his influence intelligently when highway improvement is considered.

With the various types of highways clearly in mind, the motorist can conduct some interesting experiments. These will reveal the fact that various types of pavement perform differently. He will find that more gasoline is used on some types of highways than on others and that wear and tear on tires and on the car itself depends on the kind of road he uses. He will find that some highways are slippery after a rain while others are skidproof in all kinds of weather; that some highways are smooth and true while others soon become wavy and rutty; that some highways show up clearly at night in the light from the automobile lamps while with others it is difficult to distinguish the edge of the road. He will find that on some highways he instinctively feels unsafe while on others he feels confident that he can keep his car under control.

These conditions may have been taken as a matter of course heretofore, but may never have been carefully observed with particular reference to the type of highway over which the motorist is traveling. When such observations are carefully noted for each type of highway, the motorist will have reached a decision as to the type of highway he prefers to ride on. Then, if he is investigating cost, not only first cost, but upkeep and durability—he will have learned much about highways. It will be a fascinating study and will result in benefit to himself and his community.

HOW TO FIGURE OVER-SIZE TIRES

A great many motorists do not understand how the over-size tires are calculated and are unable to determine the over-size tire for their car. To enlighten motorists upon this subject the service department of the Spereckels "Savage" Tire company has issued a bulletin from which the following is an excerpt:

An over-size tire is one in which the sectional size is as large as the next standard size tire, but having the regular size bead. It is quite evident, in the first place, that the bead diameter of an over-size tire must be equal to the bead diameter of the standard size tire it is to replace if the over-size tire is to fit on the standard size tire rim.

To determine the over-size tire for any rim you increase the large diameter one inch and the sectional diameter one-half inch. For instance: To replace a 34x4 1-2 regular tire a 36x5 over-size would be required. It is readily seen that the 34 inch, or large diameter, is increased by one inch and the 4 1-2, or sectional diameter, is increased by 1/2 inch. The regular tire and its correspondent over-size have different diametrical dimensions but the same bead diameter and are interchangeable on the same rim.

Double over-size tires are figured by over-size tires in the same manner. However, it is not usually advisable to place a double over-size tire on the rim, as the rim has been designed to accommodate certain size beads, and the beads of a double over-size tire are larger than the beads of a standard or single over-size tire, not in the bead diameter but in other measurements such as width, etc., which would mean that larger beads were placed on the rim than it was designed to carry.

ARIZONA COUNTY CREATES ROAD MAINTENANCE PATROL
The patrol system of highway maintenance has been established in Pima county, Arizona, by County Engineer W. C. Lefebvre. The county has been divided into ten districts and the roads in each district are patrolled and repaired when the occasion requires under the direction of a road maintenance foreman who is charged with keeping the highways in his territory in good condition.

CO-OPERATION HAS MADE COLUMBIA LIGHT SIX A GREAT CAR

"The Columbia light six, a car made possible by co-operation" is a saying often heard at the Columbia factory when distributors are there placing their orders for cars.

The Columbia light six has been made by the co-operation of the Columbia Motors company and the makers of the world's finest automobile parts. The manufacturers of these parts are perfectly equipped, each in his own field, to produce his separate unit of a better quality and at a lower price than the manufacturer who does not specialize so intensively. Keen competition has made these parts makers put their prices at rock bottom and maintain a remarkable quality in their production.

Incorporated in the Columbia light six are the following parts, each one recognized as the best of its kind in the world: Continental tires, Timken axles, front and rear, Borg & Beck clutch, Durston transmission with Timken bearings, Stromberg carburetor, Auto-Lite starting, lighting and ignition and Gemmer steering gear. Other features: steel or wood wheels, 6 ply 31x3 Fisk cord tires, genuine leather upholstery, heavy weight, deep drawn crown fenders, wheel base 115 inches and weight only 2,400 pounds.

The design of the Columbia light six is strictly modern in every way, yet there is nothing freakish about it or any features that will be passed as the fashion changes. The car is set low, the seats are low and comfortable and the driving position, as regards leg reach and the position of the steering wheel and location of the gear lever, is exactly right. The car is capable of 60 miles an hour without noticeable vibration, holds the road well and steers easily.

This wonderful car, just recently placed on the local gasoline row here, is handled by the American garage. See it.

ENGLISH MACHINE OWNERS HARD HIT BY EXCESSIVE PRICES

"With gasoline selling at 65 cents a gallon and an 18-pound tax on the cheapest motor car, only the comparatively rich man in England can afford to drive an automobile," stated A. T. Davey, one of the editors of "Engineering and Production," a leading English technical journal, during a recent visit to the main plant of the Cadillac Motor Car company.

Many interesting insights on motoring in the British Isles were related by the engineer during his trip through the Cadillac factory. He stated that the largest production of any motor car concern in England was made by the Austin car at Birmingham which makes 130 cars a week. This machine sells for about \$2,600.

Custom made bodies are almost universally the rule in England, according to Mr. Davey. He explained that all those who could afford a fine motor car preferred to have an individual body, especially after paying the heavy price asked for an imported car.

The employment situation is much better in England at present, according to the engineering journal editor. During June 70,000 men went back to work. Labor trouble at present is negligible. Salaries, however, are low, even men who head the smaller automobile concerns rarely receiving over \$5,000 a year.

Service on automobiles is improving in England but is not quite up to the standard maintained in the United States. Cadillac is the best known of American fine cars in England, according to Mr. Davey. The English editor went from the Cadillac factory to Chicago, then visited Milwaukee, Dayton and Indianapolis before his return home. He is secretary to the English society which corresponds to the Society of Industrial Engineers in this country.

If you seem to have a slow leak in your tire see if the valve doesn't require screwing down.

Want Ads Bring Quick Results

HOOVCO
OIL SEAL
Piston Rings
Guaranteed
To Stop Oil Pumping
HOOVER MOTOR
COMPANY
418 WEST COPPER

Get Your
PETERS' SHELLS
AND
AMMUNITION
AT
SIMONSON & DANIELSON
307 South Second
Agents for the
Indian and Harley-Davidson Motorcycles

Get One of these Famous Machines for Your
Sunday Outing

STATE OF CALIFORNIA WIDENING MANY OF HER FINE HIGHWAYS

The California state highway department has begun a systematic widening of state highways in many parts of the state and has adopted the Maryland policy of surfacing some of its concrete roads with asphalt. California has also begun work on a considerable mileage of bituminous macadam. In Glenn county three and one-half miles of road will be bituminous macadam, five inches thick and twenty feet wide. Five miles of concrete road in Placer county will be surfaced with three inches of asphalt. The same treatment will be accorded three miles between Fairfield and Vacaville in Solano county. In Sonoma county, three miles north and one and one-quarter miles south from the Petaluma city limits, a total distance of four and one-half miles of concrete road will be widened to twenty feet and surfaced with asphalt. Four and one-half miles of concrete road in Santa Clara county, near Camarero, will also be surfaced with asphalt. Similar treatment will be given sixteen miles of concrete roads in Merced, Madera and Kern counties.

MAC-DRY IS IDEAL BATTERY FOR ANY CLIMATE OR CAR

"The Mac-Dry battery is the ideal battery for any climate, every motorist and every car," says H. R. Perry, manager of the Mid-West Battery and Ignition company, local distributors for the Mac-Dry battery.

"The Mac-Dry battery does away with all the attention and fussing with that of the wet or acid battery of today calls for. The battery requires no attention from the owner whatsoever and due to the fact that it requires no liquid of any kind it will not freeze in a cold climate and likewise there is nothing to evaporate or leave the battery in a hot dry climate. This is another point where the battery is superior."

The battery should be of interest to any one dealing in electrical equipment or otherwise and certainly merits attention.

WE TAKE 'EM FOR RIDE:

THEY ALL BUY THE ESSEX.
The avocation of Dr. W. F. Rule, an Ohioan, who has settled in Coonocor, S. India, in his Essex. Much of his time not spent in practicing his profession is utilized in taking friends for a ride. In a recent letter to the factory he enclosed another from a friend who was starting for England, where his first object was to be ownership of an Essex. Dr. Rule, in his own letter, also stated that "another friend, Lord Ruthven, general officer commanding Bangalore area, bought an Essex after being out half an hour in mine." Just to show his friends what the car will do, the doctor takes them from the foothills up to 6,000 feet in one climb on top gear without a stop and without a sign of the engine overheating.

A Radical Improvement in Storage Battery Design for Automobile Use

—THE—

MAGDRY

BATTERY

A Size for Every Make of Car

NO

Water

Guaranteed for Three Years

A battery that will give you a snappy start, snappy ignition and better lights. This will be your next battery—Come in and let us tell you why.

Mid-West Battery & Ignition Co.

AUTHORIZED DISTRIBUTORS

for

NORTHERN NEW MEXICO

321 South Second St.

Phone 789

All Kinds Battery Service

Repairing—Recharging

WANTED!

Reliable sub-dealers in cities of over 1,000 population in northern New Mexico. Call or write at once.

HOW A COP CAUGHT A MAXWELL SPEEDER

Here is salesmanship raised to the 27th degree, though some will call it luck, and others sheer nerve. M. H. Wood, local Maxwell dealer, vouches for the authenticity of the story.

Out in Aberdeen, Wash., Carl Bunch, employed there as a Maxwell salesman—and none can doubt his right to the title—recently unloaded the first Maxwell roadster in Aberdeen.

Steep hills and well paved roads in the vicinity invited a trial spin that Mr. Bunch couldn't resist. While tearing along at a speed that isn't sanctioned by any law of the land, a motorcycle bearing a duly sworn representative of the law accompanied by a phantom figure known as Blind Justice came from the rear to give persistent chase.

Mr. Bunch looked over his shoulder. Mr. Officer held his gaze on the speeding car. Blind Justice, very serious, tested his senses. Perhaps some imp of the highway had perched itself on the steering wheel of the Maxwell and was urging the driver for even greater speed; or perhaps Mr. Bunch figured the worst had already happened and no further harm could be done. At any rate, a merry race ensued and continued for some miles with the motorcycle finally victorious. Mr. Bunch forced to concede defeat, halted. Right here Blind Justice slipped her blindfold. She saw the car and the scales fell from her hand at the precise moment that Mr. Officer forgot court rooms and judges and warrants.

Mr. Bunch and Mr. Officer conversed, but not about speed. Both of them knew all about speed. They took a short spin in the roadster. Thirty minutes later the representative of the law had purchased the car he had raced from the man he had meant to arrest. That's all it took, or sheer luck. Blind Justice, again blindfolded and fully satisfied, is riding comfortably these days.

HOBBS HAS GOOD IDEAS ON THE "USED CARS"

The buying public or what might be termed the riding public are today receiving more value for the amount expended on "used cars" than has ever been given before. It is the experience of Mr. Hobbs, of Hobbs Motor company, that the above statement is true. After an experiment of five months during which Mr. Hobbs has endeavored to give equal value for money received it has been proven by the increase in sales that a square deal to the buyer is appreciated. It is the aim of Mr. Hobbs to sell "used cars" of high quality which have been rebuilt so as to give real service to the buyer and live down the old horse traders reputation which is inherited by all dealers in "used cars."

Conspicuous among the adornments of the bridal feast in Brittany is an artistic and elegant butter structure, as fanciful and elegant as the most beautiful bride cake, and into this structure the guests stick split sticks bearing coins of gold and silver.

USE VALVE CAP AND SAVE TROUBLE

Don't make the mistake of taking it for granted that it makes little difference whether or not a cap is used on the tire valve and when a cap is lost use the tire without one. This idea is entirely erroneous, says the United States Tire company, and motorists who do not use the valve cap can expect valve trouble.

When the cap is not used there is every probability that sand and dirt will work down into the valve and ultimately produce a leak. While a tire remains inflated this dirt in some cases may do no harm. But when a new inflation is made the pump drives the dirt down into the valve and makes an airtight connection almost impossible.

Easy Terms. Open Evenings and Sundays. USED CARS FOR SALE OR TRADE

1921 Ford Touring, demountable rims, Haasler shock absorbers \$350
Ford Speedster \$125
Ford \$175
Chevrolet F. B. Roadster, 1921 model \$450
1920 Buick Roadster, A-1 condition \$665
Palge Six Touring, Houck Wire Wheels, runs like new \$600
Palge Six, a dandy, excellent tires \$500
1920 Nash Six \$700
1920 Dodge Touring, runs like a new \$575
Reo Speed Wagon, 1920 model, excellent tires, just overhauled \$600
Twenty-five others ranging in price, \$150 up.
Used parts for over twenty-five different popular cars—New starting cranks, cylinder head, gaskets, radiator caps for all cars.

McIntosh Auto Co.
311 W. Copper Ave. Phone 562

GATES TIRES

The Tire with the Wider and Thicker Tread

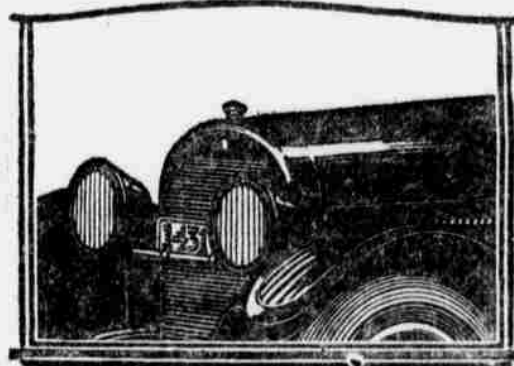
Important If You Own a Ford—

Heretofore, when you have wanted to take advantage of the 50% greater mileage delivered by cord tires, you have been obliged to put on cords all around in order to have the same sized tire on all wheels.

Now you can change to cords one tire at a time.

There's a Gates Super-Tread Cord that's exactly the same size as any standard 30x3 1/2 fabric tire—and the price is practically the same, too.

--AND WE SELL EM! BOATRIGHT RUBBER COMPANY
401 West Copper Ave. Phone 237-J.



What quality can compare
with the Dependability of the

CADILLAC

THE man who has owned a Type 61 Cadillac for any length of time, and experienced its wonderful efficiency and dependability, is vastly more interested in its performance than in any other consideration.

He realizes every day he drives it that he has a motor car which he need not fear will fail him, and which he can rely upon to accomplish any transportation-task he may impose upon it.

He feels uniformly secure in contemplating its power, its acceleration, its dependability, its comfort and road-restfulness and any other features for which the Cadillac is admittedly famous.

This confidence-inspiring performance, he believes, is the most desirable and valuable quality in a motor car—the quality which nothing else can equal, and for whose absence nothing else could possibly compensate him.

He is quite sure that it is developed to a higher and more satisfying degree in the Type 61 than in any other automobile he has ever owned or investigated.

Consequently, he is firmly and inalienably attached to his Cadillac.

He considers Type 61 the greatest motor car performer in the world, and believes that its unequalled dependability stamps it the world's greatest motor car value.

Touring Car . . . \$3150 Two Pass. Coupe \$3875 Five Pass. Coupe \$3925 Suburban . . . \$4250
Phaeton . . . 3150 Victoria . . . 3875 Sedan . . . 4100 Limousine . . . 4550
Roadster . . . 3100 All Prices, F. O. B. Detroit Imperial Lim. 4600

New Mexico Motor Corporation

STATE DISTRIBUTORS

517 West Central

Albuquerque, N. M.

CADILLAC MOTOR CAR COMPANY, DETROIT, MICHIGAN

Division of General Motors Corporation



Standard of the World